



Today's  
Advertisements.

## NOTICE.

WE have authorized MR. C. MICHELAU to SIGN our FIRM from this date.  
MELCHERS & CO.  
Shanghai, 28th February, 1900.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Office of the Company, on TUESDAY, the 27th day of March, at Noon, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant.

**SPECIAL RESOLUTION.**  
That the Profits accrued to the Company from the issue at a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1889, amounting to the sum of \$1,250,000, and which was then carried, and is now standing in the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in full payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board,  
A. SHELTON HOOVER,  
Secretary.

Hongkong, 7th March, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEIHAWEI AND TIENTSIN.

THE Company's Steamship.

"NANCHANG."

Captain Finlayson, will be despatched as above.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1900.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HATCHING."

Captain Davis, will be despatched for the above Ports, on FRIDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRRAK & Co., General Managers.

Hongkong, 7th March, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"KANSU."

Captain Somerville, will be despatched as above on FRIDAY, the 9th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO & TIENTSIN.

THE Company's Steamship.

"HUXAN."

Captain Frazier, will be despatched as above on MONDAY, the 12th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"SUISANG."

Captain Tadd, will be despatched as above on TUESDAY, the 13th instant, at Noon.

For Freight or Passage, apply to JARDINE MATHESON & Co., General Managers.

Hongkong, 7th March, 1900.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"MENMUTIN."

Captain R. W. Almond, will be despatched for the above Port, on TUESDAY, the 13th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th March, 1900.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO & SINGAPORE.

THE Company's Steamship.

"KAWACHI MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 13th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 12th instant, and SATURDAY, the 17th instant, both ways at 10 A.M.

All claims must reach the Undersigned before the 17th instant, or they will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 7th March, 1900.

## Intimation.



A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

#SE. ESTEPHE, Red Capsule...	\$ 6.96	\$ 7.36
EST. JULIEN, Red Capsule...	9.00	9.60
PLA. ROSA, Red Capsule...	12.96	13.92
CHATEAU HAUT BRION LAR-		
RIVET	18.00	19.20
CHATEAU MOULIN D'ARMAIL-		
HACQ	21.00	22.20
CHATEAU PONTET CARNET...	25.00	—
CHATEAU LA TOUR CARNET...	30.00	—
CHATEAU RAUZY	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers.

The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made, as is generally the case with cheap wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZY and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner wines of a rich and rare character.

Simple bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

THE HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, MARCH 7, 1900.

NOTES AND COMMENTS.

THE PHILIPPINE QUESTION.

With the war going on in South Africa we are rather apt to lose sight of other matters in face of the one absorbing topic, but still we must not forget that there are questions awaiting settlement which although not so clearly troubling us as the South African problem, yet are of surpassing interest to those concerned. The Philippine question still appears to be as far from being satisfactorily settled as ever. There has been a deal of talk about it in the States and a deal of mutual recrimination as well, but matters do not appear to have got any further and the Americans seem to be as far off a satisfactory settlement of their difficulties as the Filipinos, in fact more so for the Filipinos seem to know what they want and the Americans do not.

There is now a talk of granting self-government to the Filipinos on the same lines as it has been, or is about to be granted to the Cubans, but still nothing has been decided. The President will do this and the President will do that, but somehow or other nothing seems to be done beyond continuing the guerrilla warfare with a foe who is so mobile as to be practically ungettable. In the mean time trade is being ruined, the beautiful islands of the Archipelago deluged in blood and homes and fields and waste in all directions all because nobody can make up their minds as to the right course to pursue.

As we have continually pointed out there was not the slightest necessity for the present unhappy state of affairs ever to have arisen had matters been properly and sensibly handled from the first, as we believe they would have been had Admiral Dewey been given a free hand. If it was not intended that the Filipinos were to be consigned to their future government but were to be taken over by the American hold on the islands. This should have been stated from the first and arms should never have been put into their hands to enable them to side with the Americans against the Spaniards. It is all very well for the Americans to now turn round and say that they never recognised the Filipinos as allies. It is a matter of history that they did so, else why were the prisoners captured by the Americans at Subig bay handed over to the Filipinos and why were these same Filipinos allowed to help themselves as they pleased from the stock of arms captured in the Cavite arsenal? They must have been recognised and so every thinking man will admit.

So far no attempt has been made to meet the Filipinos half way. Nobody authorised to make any but the most vague of terms with them has as yet attempted to make any overtures of peace. It has all been "yes, all you have to do is to trust to the honour of the United States that everything shall be done for your benefit," but the Filipinos have heard these protestations before and require something more definite to go upon before laying down their arms. Why cannot the Americans put in plain terms the form of government that they are willing to grant to the Filipinos and tell them they can either accept or reject it? If, as they say they have

not purchased the Philippines for lust of gold but with the sole object of civilizing the inhabitants it is, to say the least of it, strange that the first step in the civilizing process must needs be a war of extermination. No wonder that folk are apt to smile when benevolent assimilation is mentioned. If matters are still allowed to go on in the same unsatisfactory manner then the only thing that the Americans have to look forward to is a war similar to that which has been waging in Achene for years past on account of which their new possessions will be an encumbrance to them, instead of a blessing. We have no desire to see the Americans leave the Far East alone, but we should like to see them take a sensible course and make an arrangement suitable to all parties.

## TELEGRAMS.

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

THE WAR.

Cape Colony.

LONDON, March 5th.

Later news from Northridge says that General Bullard's Colonial force have occupied the Boer position. A determined attempt to retake which was repulsed with heavy loss, the British losing only 6 killed and 15 wounded.

Operations in the Free State.

The Times Correspondent at Oosfontein 2nd instant says that opposition is anticipated at Abrahams Kraal thirty miles to the east of Paarlburg, where Commandant Joubert is collecting a force from the whole of the Ladysmith forces in the Northern part of the Free State.

Cape Colony.

General Clements reports that his advanced troops held Achababing and that the enemy is still in force at Norval's Point Bridge.

Mafeking.

Mafeking reported "all well" on the 15th February.

THE BUDGET AND WAR EXPENDITURE.

The Budget in order to meet the war expenditure of £60,000,000, increases the income tax by 4d. duty on Beer 1/- per barrel, Spirits 6d per gallon, Tobacco 4d, Cigars 6d, and tea 2d per lb. It extends Stamp duties on transactions in Stocks and Shares to produce, suspends the Sinking Fund and certain annuities for next year, and raises the remaining £35,000,000 required by an issue of Bonds or Stock terminable in ten years, not by an issue of Consols.

The War.—Losses at Ladysmith.

The losses following Ladysmith were 93 killed and 709 wounded.

Great Britain and Japan.

The Emperor of Japan has telegraphed his congratulations to the Queen on the recent successes of the British Arms in South Africa.

HONGKONG VOLUNTEER GAZETTE SERVICE.

THE WAR.

Natal.

LONDON, March 6th.

Reuters correspondent at Ladysmith 3rd inst. says that a portion of the garrison made another reconnaissance and discovered a Boer force behind Popworth Hill, an engagement followed but the attack was not pressed and the troops returned. The casualties were slight.

Cape Colony.

The Boers stubbornly resisted. General Bullard on the 4th and 5th inst. but retreated suddenly removing their guns and wagons. British casualties were 30.

(From Japanese Papers.)

Another Large Fire at Yokohama.

YOKOHAMA, February 23rd.  
3.30 p.m.  
Fire broke out at about 2.30 p.m. to-day in the rear of a bath-house, called Nigai-yu-ai, Nigaiwaichō, 2-chōme. As a north-westerly wind was blowing hard at the time, the flames spread with great rapidity to Hisakata-cho, Kumecho and Ashibiki-cho, which streets were soon swept away.

The flames have now reached Magane-cho. About 300 houses are already destroyed.

Retaliation against Russia.

TOKYO, February 23rd.  
To-day the House of Peers by a large majority passed through all its stages a Bill sent up from the Lower House to impose a duty on fish imported from Russian Siberia. There was a heated debate.

Diplomatic Changes.

TOKYO, February 23rd.  
Mr. Kato, the Minister to Great Britain (now in Japan), has been released from his post. Baron Hayashi, the Minister to Russia, has been transferred to London, and Mr. Komura, Minister to the United States, will go to St. Petersburg. The post at Washington has not yet been filled.

Sentence on a Post Office Defaulter.

YAMAGUCHI, February 23rd.  
Tachibana Sanetaru, an employé in the Tokuyama Post Office, who appropriated two slabs of gold bullion sent by parcel post on the 5th December from the Kurume Bank to the Osaka branch, has been sentenced by the Yamaguchi Chihō Saibansho to minor penal servitude for six years.

The Fishery Dispute.

MIY, February 23rd.  
The trouble between the fishermen of Mie and Aichi prefectures is more serious than ever. More policemen were sent to the scene to-day. It is reported that a fleet of 130 fishing-boats has arrived from Aichi.

## Closing of the Diet.

TOKYO, February 24th.

The closing of the Diet took place to-day at 11 a.m. Marquis Yamagata, the Premier, read the usual Imperial Message.

Arrival of Prince Waldemar.

TOKYO, February 24th.

The Danish man-of-war *Valmyria*, with Prince Waldemar on board, arrived here this morning, and after the usual salutes had been exchanged, the Russian and Netherlands Ministers, with Governor Asada, went on board.

VALENTIN REPORT.

The Observatory report says:—

On the 7th at 11.55 a.m. the barometer has risen on the China coast, except in the South. Pressure is high over N. China, and gradients are rather steep in S. China, with strong monsoon in the Formosa Channel and on the S. coast. FORECAST:—Strong N.E. winds; dull, rainy.

LOCAL AND GENERAL.

SHANGHAI took over the new French territory there, on the 1st March.

A HAVAS telegram announces the death, of Marshal MacMahon, formerly President of the French Republic.

A COOLIE dropped overboard from a lighter which was being towed up from Quarry Bay on Monday last and was drowned.

AFTER eleven years' residence in Hongkong, the Postmaster General, Capt. W. C. H. Hastings, left for home to-day, on a well earned furlough.

TWENTY-TWO Volunteers from Jamalpus have volunteered their services for South Africa at the request of the agent of the East Indian Railway.

The following rule has been informally laid down by a well-known Pacific Ocean Ship-builder, in respect to the steel ships of the future. They are to average 200 feet for each thousand miles they have to travel.

The Russian Authorities in Siberia, have refused to renew licences for fishing, which had been formerly held by the Japanese, or to grant new licences. Very great indignation has been felt in Japan by these acts of injustice.

THERE were 2,600 troops for Port Arthur, on board the two Volunteer Fleet cruisers, *Tereshkova* and *Peterburg*, which passed through Singapore a short time ago. On board there were also, a large consignment of the most modern type of fortress guns, and a numerous party of Artillery officers.

A RATHER uncommon occurrence is reported as happening at Mitō, Japan, on February 2nd. During a very severe thunderstorm such as has not been experienced for many years, there was a very heavy downfall of snow. This mixture of summer and winter weather is worth putting on record.

WE are informed that arrangements have been made by the P. & O. Company, for the P. & O. Special Train de Luxe, to run from Marseilles to London, in connection with the steamship *Paranatta* and *Moskita*, leaving Hongkong on the 31st March and 14th April respectively direct for Marseilles.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

To-day at noon an extraordinary general meeting of the shareholders in the above Company was held at their offices. The Hon. C. P. Chater, C.M.G., occupied the chair and there were present Messrs. N. A. Sells, D. M. Moses, A. Haupt, A. J. Raymond (directors), A. Shelton Hooper (secretary), A. MacKenzie, A. Denison, A. Macdonald, E. A. Ram, E. George, J. Orange, H. A. W. Slade, G. de Champeaux, J. C. Peter, J. Hooper, D. W. Graddock, E. Palmer, G. Stewart, J. N. Mundy, Dr. Harrigan, G. T. Veitch, M. S. Northcote, F. M. Grace, J. A. Graça, D. Jones, S. A. Joseph, E. A. Ram and others.

The Secretary read the notice convening the meeting.

The Hon. C. P. Chater, before addressing the meeting said owing to the indisposition of their chairman, he had been called upon to occupy that position.

Gentlemen, at our last Ordinary Annual Meeting, after the reading of the Reports and Accounts, Mr. Macdonald suggested for the consideration of the Board and of the Shareholders, that it was highly desirable in the interests of the Company and of the Shareholders, that further liability for calls on the shares in the Company should be done away with, and that the shares should become fully paid up, either by capitalising the old Reserve Fund, One and a quarter millions dollars, and issuing a fully paid up scrip for \$75 per share, a course which involved a reduction of our subscribed capital from \$5,000,000 to \$3,750,000; or by capitalising the Reserve Fund, \$3,750,000, in part payment of \$25 per share on all the shares in the Company, and gradually calling up the other \$25 per share in cash. Mr. Macdonald recommended the adoption of one or other of these courses on the grounds that our shares were fully paid up and freed from all further liability, would become a very highly desirable form of investment for Trustees and others having capital to put out, and that we would at the same time confer a benefit on our own Shareholders by furnishing them with a better market and more numerous customers for their shares, and largely benefit the Colony by helping to retain in it money that must otherwise seek investment elsewhere. Your Directors immediately negatived any proposal for the reduction of the Company's capital, but expressed their readiness, and willingness to consider any proposal, and proposed that Mr. Macdonald and his friends might desire to lay before them for utilizing the Reserve Fund by capitalizing it, and for calling up the unpaid Capital of the Company. They deprecated, however, any discussion at that meeting of Mr. Macdonald's proposals as inappropriate and not in order. Neither your Directors nor the Shareholders generally having had any notice of these proposals, and the sense of the Meeting being with your Directors, the matter was not then further considered. Since that Meeting, a requisition signed by a very numerous and influential body has been addressed to the Board, in which they have given the fullest and most careful consideration, and in the result the present Extraordinary Meeting has been convened. The proposal put forward by the Requisitionists was as follows:—That the Reserve Fund of \$4,250,000 be capitalised,

that \$25 per share be credited to the present scrip of \$50 per share, and up and about the remaining \$25 per share be gradually called up, completing the Capital of the Company to its authorized amount of \$5,000,000. With this requisition before them your Directors had four things to consider:—1st, Was it advisable to call up the unpaid Capital; 2nd, If what instalments and when it should be called up; 3rd, Was it advisable to utilize the Reserve Fund of \$3,750,000 in part payment of the call, and 4th, If advisable, could it be legally done and in what form. Now the first conclusion the Board arrived at was this, that no such considerations as those suggested in Mr. Macdonald's at the Ordinary Meeting in justification for his proposals could warrant then in calling up the unpaid Capital; neither the benefit to the Colony nor any possible benefit to the Shareholders personally, unless at the same time they could see their way to early and profitable employment for the Capital so called up. To call up Capital that could not be profitably invested in the Company's operations and at once, would be to injure and not to benefit the Company. On that point your Directors have satisfied themselves, and believe that they can find scope for the profitable employment of any Capital called up, and therefore, if this Meeting approves of the Capital being fully paid up, the Board is ready and willing to give effect to your views, although it is a matter which, under ordinary circumstances, is wholly within their discretion and power. They would like, however, to have that course approved by something more than a bare majority. With reference to the second point, the Board is of opinion that if a call is to be made, it should be made at an early date and to call up the amount gradually would militate against the object Mr. Macdonald and his friends have in view, to get fully paid up shares in which Trustees or other might promptly invest their monies. We see no reason either in the present position of the Colony and of the money market, why the unpaid Capital should not be got in at once. As to the third point, we would have you to bear in mind that, in applying this Reserve Fund as it is now proposed to apply it, you are adding nothing to the present earning power of the Company, while you are increasing the amount of the capital on which we have to pay dividends. This one and a quarter million of the Company's Capital, our working Capital at the moment is practically \$3,750,000, and is usually employed, and we pay dividends on \$2,500,000. As to the fourth point, we have taken legal advice and are assured that the Reserve Fund of one and a quarter millions created by the Special Resolution of the 6th April 1889, may be capitalised and applied in payment of the calls or part of them, as proposed. It is not a Fund accumulated out of the profits of the company in its current business. It is money that came direct out of the pockets of the Shareholders. It was created by a Special Resolution and its destination may be changed by a like Special Resolution duly confirmed and registered. So that if on other grounds you think it well to apply the fund in payment of a portion of the unpaid capital now to be called up, you may safely and effectually do so by the Special Resolution of which notice has been given.

I now beg to propose the 1st Resolution:—That the proposal of the Directors to call up the unpaid capital of the Company in one call of \$50 per share, payable on 1st July next, is approved.

Mr. Macdonald seconded.

Carried unanimously.

The Chairman said he was very pleased that the resolution had been carried unanimously as by the Articles of Association, three-quarters would be the required majority. The 1st Resolution having been carried, he now begged to propose the following Special Resolution:—

"That the profits accrued to the Company from the issue at a premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April 1889, amounting to the sum of \$1,250,000, and which was then carried, and is in standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in full payment of the call of \$50 per share on all the shares in the Company, to be made by the Board."

Mr. Peter seconded and the motion was carried unanimously.

The Chairman said another meeting would be convened to confirm these resolutions.

This was all the business.

THIRTY YEARS REMINISCENCES OF CHINA.

BY MR. J. KIRKWOOD AT THE ENGINEERS' INSTITUTE.

Last Saturday night at the rooms of the Institution of Engineers and Shipbuilders of Hongkong, Mr. J. Kirkwood read a most interesting paper detailing a few of his reminiscences during his thirty years residence in China. Mr. Kirkwood is Chief Engineer in the Customs Service and so has had many opportunities of noticing the changes that have occurred during these years. Mr. W. Ramsay, president and was supported by Messrs. Kinghorn, N. Munford, A. Ritchie, and between thirty and forty other gentlemen.

Mr. Kirkwood commenced by first describing the engineering works that were established in Hongkong in 1869. At Jardine's Point there was a small shipyard, used for their opium schooners. There was also located there a blacksmith and engineering shop, managed by Mr. Findley. In this year two small steamers, a paddle wheel and screw, were completed and sent to Manila. The lecturer had been offered the appointment of engineer on one of these craft, luckily for himself he refused as to the best of his knowledge both boats were like on the voyage and the crew of one of them were badly treated by the natives of Hainan Island. The Hongkong and Whampoa Dock Co. had a timber yard and carpenter's shop in the locality where the Hongkong Timber Yard now is. Among the smaller ventures were Mr. Miller's copper-smith and plumber's shop, Messrs. Speedy and Spratt's carpenter and blacksmith shops, and Mr. Handley's copper-smith's and plumber's shops. The largest engineering works being the Novelty Iron Works, an American undertaking managed by Mr. Dumphy. The P. & O. had a very large establishment, of which their respected member Mr. A. V. Smith was manager, with about half-a-dozen foremen and a dozen engineers, most of whom were spare men of their ships. Close to the Gasworks were McDonald's shipyard and near Belchers, Mr. Illingworth had an engineering shop. The Hongkong and Whampoa Dock Co.'s head quarters were at Aberdeen, where the business was much brisker than at present, though the establishment was similar. Other docking accommodation was provided by the Union Dock Co. over at Kowloon. They had the present No. 2 dock and a smaller one, No. 3, in construction. The buildings now used as storerooms etc. were then the workshop.

The docks were only used for emergencies, the principal docks being at Whampoa, where both companies had premises. Prior to this several shipmasters and carpenters had on



## Intimations.

WATKINS, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, Queen's Road, at NOON, on SATURDAY, the 17th instant, for the purpose of receiving the Report of the General Managers, with a Statement of Accounts to 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 17th instant, both days inclusive.

G. A. WATKINS,  
General Managers.

Hongkong, 5th March, 1900. [23b]

## HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th instant, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,  
C. MOONEY, Secretary.

Hongkong, 1st March, 1900. [27ob]

## THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1.—To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2.—To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by this Meeting and for the purpose of identifying the same and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.

Dated the 1st day of March, 1900.

By Order of the Board,  
C. MOONEY, Secretary.

271b] HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors,  
THOS. I. ROSE, Secretary.

Hongkong, 1st March, 1900. [269b]

## Masonic.

## DELIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 8th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 6th March, 1900. [292b]

## To be Let.

## TO LET.

5 ROOMED BUNGALOW 'RHEDA' BONHAM ROAD.

Apply to  
CHINA MERCHANTS STEAM NAVIGATION CO.

No. 22, Praya West.  
Hongkong, 6th March, 1900. [290b]

## TO LET.

NO. 1, GOUGH HILL. Furnished Residence at the Peak.

Apply to the  
SECRETARY,  
HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 6th March, 1900. [291b]

## TO LET.

"HARFORD." MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.

NO. 4, RICE TERRACE.

"THE RETREAT." MOUNT KELLET.

TOP FLOOR, No. 1, DUDDELL STREET.

GODOWNS.—Nos. 80a and 82, PRAYA EAST.

Apply to  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 6th March, 1900. [12]

## For Sale.

## FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT 'GEISHA'. Length over all 66', Water Line 17' 3". Beam 5'. All Lead Ballast. At present in cruising order. For Particulars, apply to

"X."  
c/o This Office.

Hongkong, 26th January, 1900. [160b]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

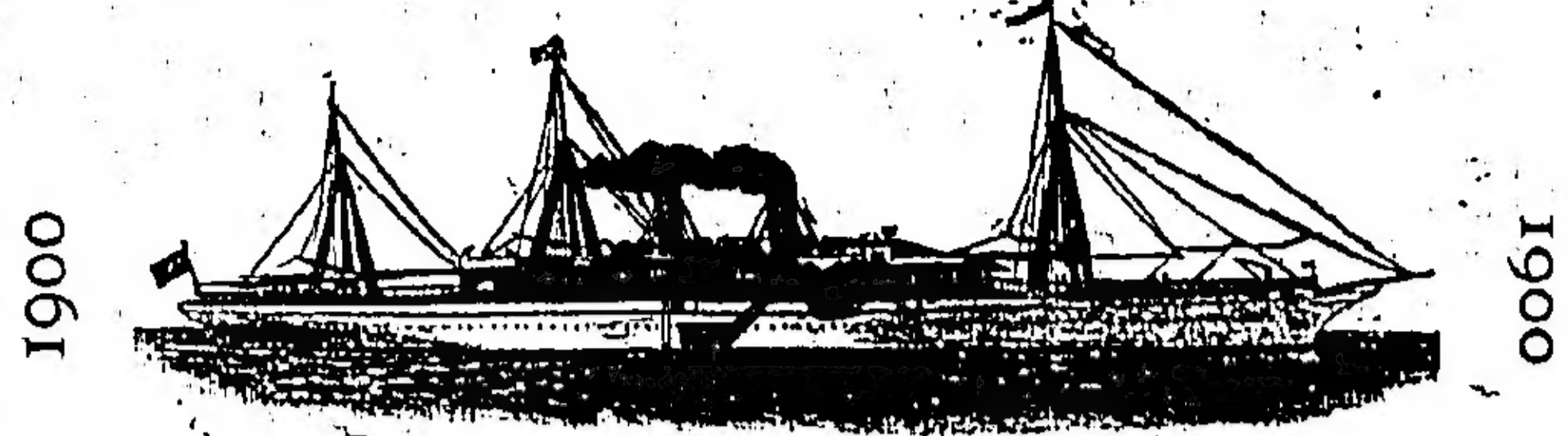
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1899. [30]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pulley's Street.

Hongkong, 14th February, 1900. [3]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,  
and HONOLULU, THE UNITED STATES, &c.

Thyra...[3,406] about Mar. 10

Lady Joyce...[3,406] about Mar. 31

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO and

SAN FRANCISCO, VIA KOBE, YOKO-

HAMA & HONOLULU, on SATURDAY,

the 10th instant.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to Points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to  
BUTTERFIELD & SWIRE,

Agents,  
Hongkong, China and Japan.

Hongkong, 6th March, 1900. [28]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Goodwin...[4,431] A. Jackson...[Mar. 15]

Olympia...[2,637] J. Truebridge...[Mar. 31]

Glenogle...[3,370] W. Frakes...[April 24]

THE attention of Passengers is directed to

the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.

Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY AND CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of

the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United

States Points.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Port-

land, Or. (whichever may be the destination of

the Steamer).

Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 31st March, 1900. [4]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE.

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Duff (via Shanghai,  
Nagasaki, Kobe, In-

land Sea, Yokohama  
and Honolulu) ... Saturday, 10th Mar.,  
at Noon.

Coptic (via Shanghai,  
Nagasaki, Kobe, In-

land Sea, Yokohama  
and Honolulu) ... Thursday, 5th April,  
at Noon.

Guelic (via Shanghai,  
Nagasaki, Kobe, In-

land Sea, Yokohama  
and Honolulu) ... Tuesday, 1st May,  
at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities

of the United States or Canada. Rates, and

particulars of the various Routes may be ob-

tained upon application.

Special rates (First-class only) are granted

to Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in the service of China and Japan, and

to Government officials and their families.

Passengers who have paid full fare, re-  
embar-

king at San Francisco for China or Japan  
(or vice versa) within one year, will be allowed

a discount of 10 per cent. This allowance does

not apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full, and same will be received at

the Company's Office until FIVE P.M. the day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to Points beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or

Passage, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900. [5]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain F. W. Vibert, R.N.R., carrying Her

Majesty's Mail, will be despatched from this

Port for BOMBAY, &c., on SATURDAY,

the 17th instant, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuable, all Cargo for France

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay with Transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Copies and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 3rd March, 1900. [1]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.

KANAGAWA MARU ..... MARSEILLES, LONDON & ANT-  
WERP, VIA SINGAPORE, PENANG,  
J. Mackenzie ..... COLOMBO and PORT SAID ..... FRIDAY, 9th March, at  
Daylight.

\*RIOJUN MARU ..... VICTORIA, B.C. and SEATTLE,  
J. W. Ekstrand ..... U.S.A., VIA AMOI, SHANGHAI,  
MOJI, KOBE and YOKOHAMA ..... SATURDAY, 10th March, at  
4 P.M.

\*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 7th March, 1900. [6]

## NORDEUTSCHER LLOYD.

## HAMBURG-AMERIKA LINIE.

(Freight Service.) (Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## STEAMERS.

## A GALLANT FEAT.

In September last, whilst second officer of the steamship *Barat*, disabled in the Indian Ocean, Mr. Reginald Lyon, a volunteer, undertook the charge of an open boat, and proceeded to Padang, 650 miles distant, in order to obtain succour for his vessel. This mission he successfully accomplished, in spite of many difficulties, being 13 days in the boat, while for seven days he had no opportunities for making observations as to his position, owing to the sun being obscured. On the arrival of Mr. Lyon in Calcutta, he was presented by the shipmasters in the port with a gold medal. Sir John Woodburn, Lieut. Governor of Bengal, making the presentation, and Mr. Instone has now also been awarded a gold medal for meritorious services "an honorary acknowledgement of his extraordinary exertions."

## MAGAZINE RIFLE.

Capt. W. H. James, late R.E., writes on the question of our infantry armament, saying, while there can be no doubt that the ballistic capabilities of our rifle are equal to, if not slightly better than those of any other European Power, there are two points in which it is distinctly inferior.

The first is the breech-bolt, which is unnecessarily complicated and clumsy. The second, and by far the most important, is the fact that ours is only a single loader, whereas every other Power that has adopted the magazine rifle has adopted the system of clip loaders with it. The clip, as a rule, contains five cartridges, and these can be loaded by one motion into the rifle. We have a magazine which holds ten rounds, but once that is exhausted the rifle becomes a single loader, and only one cartridge can be inserted at a time, for it would be impossible and undesirable when under fire to fill up the magazine by single cartridges, which would take the time required to fire at least six to eight shots. The magazine is supposed to be used at the "supreme moment." What that moment is will be a matter of opinion amongst the troops under fire, and it is uncommonly likely to take place before our men actually close with the enemy. Why we have persistently set our faces against clip loaders passes my wit to understand. I believe at the present moment experiments are being made with the system, it seems to me unfortunate that these were not carried out years ago, when the Lee-Metford was first introduced into the army.

WHEN EUROPE MAY INTERVENE.  
AN AMERICAN VIEW.

If there was at an earlier stage in the South African war any disposition on the part of the European powers to intervene between the belligerents it has since been disavowed. Undoubtedly Britain expected an attempt at intervention from some quarter—either from France or Germany or Russia or from all three of them, and no reasonable explanation can be given of the assembling of her fleets at the outbreak of hostilities, for neither her coast nor her commerce were in danger of attack from the two inland and fleetless republics with which she is waging war.

By common consent all nations have so far kept hands off and given the belligerents a free rein. There is no assurance in the present attitude of the great European powers, however, that they will continue to remain passive. The probabilities are that they are waiting the final outcome of the struggle, when the time will be opportune for intervention, in which every power of any consequence in Europe will be arrayed against England. If the South African republics triumph, intervention will doubtless follow to secure for them the legitimate fruits of success and to protect the interests of each of the powers which have obtained a foothold on the continent of Africa. Besides, such an opportunity for the humiliation of England, with which no nation in Europe is to-day on terms of cordial friendship, will not be allowed to pass without being utilized. If, on the other hand, the British finally succeed in the conquest of the Free State and the Transvaal, England will intervene to curb the territorial advance of England. For either course the history of modern times provides precedents.

England herself furnished a precedent in 1878 for stripping the victor of the legitimate spoils of war when she intervened to prevent Russia from reaping the fruits of her war with Turkey which were accorded to her under the treaty of San Stefano. That treaty ceded to Russia the portion of Bessarabia which had been taken from her at the close of the Crimean war, also Kara, Batoum and the adjoining territory in Asia Minor. The independence of Serbia, Montenegro and Roumania was also recognized. Over these principalities the Porte had previously exercised a suzerainty, Bulgaria was constituted an autonomous state, tributary, however, to the Porte. Virtually all of these principalities were placed within the sphere of Russian influence and domination.

During the war England had occupied a passive attitude, although her moral support was given to Turkey. But as soon as the treaty of San Stefano was signed, Beaconsfield, who was then Premier, refused to give his assent to its terms, and taking advantage of Russia's weakened condition after an exhaustive conflict, preparation for war was made. The British fleet was assembled at the Dardanelles. Troops were brought from India to Malta, and Russia was intimidated into submitting the results of the war to a revisionary congress, which was opened at Berlin on June 13, 1878. Great Britain, Russia, Austria, France, Germany, Italy and Turkey were represented at the congress, which virtually stripped Russia of the fruits of the territory she had treated under the treaty of San Stefano and set back her territorial boundaries nearly where they were before the war began. At that congress Bismarck presided, and Lord Salisbury accompanied Beaconsfield as the British Secretary of State for Foreign Affairs, and the three dictated the terms of the new treaty agreed upon. Later on the duplicity of Beaconsfield and Salisbury was revealed in the production of a secret treaty between Turkey and Great Britain without the knowledge of the other powers represented at the Berlin congress, which ceded the island of Cyprus to England and gave her absolute command of the Levant and control over the Mediterranean end of the Suez canal, and the mouth of the Nile.

The other European powers which were parties to the treaty have not forgotten the trick played upon them. Perhaps the reason they are now indifferent about intervening is because they are waiting until England has carried out her designs of conquering the two South African republics to further her scheme of empire on that continent, when by a similar unity of action to that which resulted in the Berlin congress they will demand a voice in the final disposition of African territory and deal out to Salisbury a measure like that which was dealt out to them in 1878. Such a sequence to the present war seems almost inevitable. England will scarcely be in a position to resist united Europe after exhausting her resources in a costly and prolonged war in South Africa any more than Russia was then, and she will be quite as friendless as Russia.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Alekseff, M.  
Armstrong, A.  
Arab, N. M.  
Anley, Dr. V.  
Armar, J.  
Albert, Hope S. S. Cor.  
Amelk.  
Andrade.  
Akersmann, B.  
Angelina, S.  
Altona, Mr.  
Abad, V.  
Atanash, D.  
Bazilian, Z. S.  
Bennett, Mr.  
Blake, R. E.  
Baring, T.  
Bibby, Angus.  
Ballard, Anna.  
Brennes, C.  
Bunutt, L. C.  
Brusse, C.  
Buckley.  
Bloom, Rosa.  
Bowles, C. E.  
Bennett, J. M.  
Bass, J. P.  
Barnum, R.  
Belys, M.  
Bourdanel.  
Bandoiff.  
Bridge, G. E.  
Bredemeyer.  
Breitag, H.  
Brooks, W.  
Bery, H. A.  
Bumenfeld, L.  
Boob, Thubbas.  
Brighe, P. P.  
Blelo, W. & Co.  
Bargos, F.  
Bailey, Mons.  
Baker, Col. W. H.  
Brud, L. M.  
Baldasine.  
Bholos.  
Berthier, G.  
Baron, S.  
Blake, E.  
Bryon, W. G.  
Brown, Brothm N. P.  
Crook, Miss H. C.  
Crauston, Miss E.  
Clifton, G.  
Chinevala, S. F.  
Crook, Miss N. C.  
Cutter, Miss R.  
Cameron, D. C.  
Chambers, E. H.  
Crony, I.  
Chaplin, Miss.  
Cinnin, F.  
Carrington, G.  
Colenso, A. L.  
Cheung Kong.  
Calder, W.  
Clark, Anna.  
Carman, D. M.  
Clayton, G. F.  
Caradu, G.  
Chausen, F.  
David, A. W.  
Delandnespa.  
Dauncey, C.  
Dakin, C.  
Dirks, A.  
Davies, Capt. F.  
Davaney, M.  
Doak, M.  
Dobberke, H. H.  
Drydale, Miss.  
Davis, E. C.  
Dayleigh, J. M. V.  
Dosthai, R.  
Davison, T. G.  
Donoghue, Miss O.  
Ellis, J.  
Enslin, J.  
Forster, C. H.  
Franklin, C. S. P.  
Frühstorfer, H.  
Fucuda, S.  
Fou Chan-Fau.  
Fueswyo, C. A. G.  
Fong Hall.  
Fisher, Miss C.  
Foster, M. R.  
Guentz.  
Galey.  
Ghyke, Mr. and Mrs.  
Gibbons, Mr. and Mrs.  
Gruhl, Mrs. E. S.  
Green, Robert.  
Gans, S. M.  
Guteris, O.  
Grunberg, T.  
Gronne, E.  
Grotz, W.  
Grider, R. H.  
Hesketh, S. B.  
Hoony, C.  
Hutchison, G. W.  
Hall, J. Andrew.  
Halleret, H.  
Hofe, F. C.  
Hec, Ah.  
Hill, Rev. J. R.  
Holl, W.  
Holt, G. C.  
Humphrey, W.  
Hamilton, Miss E.  
Hamilton, Capt. E. C.  
Hamilton, Capt. E. C.  
Hamer, Miss L. M.  
Henderson, F.  
Haiman, M. A.  
Haukhurst, Miss W.  
Horwitz, F. M.  
Hynd, R. M.  
Hassan, C. H.  
Ira Ah Yans.  
Jones, Dr. R. F.  
Jini, Messrs.  
Johnson, Rev. H. G.  
Jain, A. P.  
Jevakhan, N.  
Kantow.  
Kember, D. F.  
Knight, W.  
Key, W.  
King, K.  
Lowenthal, J.  
Linsay, M. H.  
Lurie, Mrs.  
Lee, Lieut. C. A.  
Liddon, R. C.  
Landershausen, A.  
Lauter, Dr. O.  
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Antonietta, Ferraiola.  
Armstrong, A.  
Attkermann, B.  
Abdul Karim.  
Bamford, Miss.  
Bodemeier, H. H. (S)  
Burgos & Co.  
Bischofs, Miss W.  
Blake, W.  
Bosch, Otto (S)  
Butt, (Seyou).  
Mehta Khan.  
Meyer, H. S.  
Masowski, W. von.  
Mohamed Amin.  
Morgan, W. A.  
Mannin Asaf Khan.  
Miyamoto, Y.  
Miyah Singh.  
Nesht, W. N.  
Neim Khan.  
Neuhau, Otto (S)  
Ogawa, J. T.

Beatty, Mrs. N.  
Biddell, Miss Marion.  
Blake, E.  
Comm. of Agents.  
Cassinos, Dr. F.  
Cox, Mrs.  
Cunard, P.  
Collins, J.  
Dix & Gillings.  
Ekman, Miss Ida.  
Elias, A. (2).  
Ebrahim, Memon.  
Eteow, E.  
E. Soum-chong.  
Forsyth, G. C. S.  
Figueroa, A. F. y.  
Fukudas, S. (2).  
Folger, H. D.  
Gatgards, J.  
Gromed Singh.  
Grand Hotel.  
Gordon, C. B. (2).  
Galam Mhd.  
Granville, S. J.  
Hassan Singh.  
Hooper, G. H. (4).  
Hancock, W. St. J.  
Harper, C.  
Harboe, H.  
Humphrey, W.  
Hay, W.  
Israel, Eisk.  
Jalal Din.  
Indian Address.  
Isah, Sarah Abraham.  
Isar, Singh.  
Jackson, S. C.  
Jackson, T. P.  
Japanese Address.  
Kohn, Siegfried.  
Kala Singh.  
Kiss, G. G.  
Louis, C. A.  
Lewis, Mrs. A. E. (2).  
Lester, H.  
Manning, Robt.  
Machado, A. E.  
Mayer, A.  
Miller, Mr. S.  
Olbes, D. F. (2).  
O'Tate, Miss.  
Piedkowsky, L.  
Portigia, Manuel.  
Ricus, A.  
Rankin, A. W.  
Rauchberger, Miss F.  
Reilly, S. G.  
Raulsen, Theo.  
Raymond.  
Ratta Singh.  
Rochel, Mrs.  
Reyes, Mariano.  
Rulla, Hakin.  
Rosario, A. F. do.  
Ritchie & Co.  
Rosenveig, P.  
Rothmet, Aili.  
Roth, Mrs. Rachel.  
Rusmat Ali.  
Stemmer, C. L.  
Sonda, Mrs. J. (2).  
Steward, C. V. S.  
Syett, Mr.  
Siva, L. J. da.  
Shtenberg, S.  
Schusterman, V.  
Silvester, Pte.  
Schwaminsky, S. (3).  
Schwamanskupart, S. C.  
Spencer, Wm.  
Steward, A. S.  
Stacles, L.  
Sunder Singh.  
Sunderoff, A.  
Shurbat Khan.  
Stainfield, E. L.  
Tobit, J.  
Ullner, Gustav.  
Van Laer (2).  
Weissman, B.  
Weinstein, J.  
Williams, Mrs. J.  
Walter, Werner.  
Woodberry, John.  
Wood, E. S. Small.  
Yedunick Singh.  
Zonenhit, Ph.

## List of Registered Covers for Merchant Ships.

S.S. *Adonis* ..... Capt. Williams. (2)  
S.S. *Aelius* ..... Capt. Kirkwood. (2)  
S.S. *Chiaokiang* ..... Capt. J. Vaughan.  
S.S. *Culcha* ..... J. Williams.  
S.S. *Clyde* ..... Hamilton Northcote.  
S.S. *Cyclot* ..... A. Hoar.  
S.S. *Dioned* ..... J. Fleming (Baker). (2)  
S.S. *Empress of India* Rev. W. K. McKibben.  
S.S. *Devawongse* ..... A. Nelson.  
S.S. *Haiying* ..... R. Macfarlane. (passenger).  
S.S. *Kueiyang* ..... Capt. Outerbridge.  
S.S. *Kenta* ..... R. W. Blampied.  
S.S. *Shan* ..... G. Menzies.  
Ship *Norona* ..... N. A. Shaw.  
S.S. *Orcada* ..... W. L. Pattenenden.  
S.S. *Patroclus* ..... D. Pritchard.  
S.S. *Phanang* ..... Chief Engineer.  
S.S. *Pierhus* ..... H. P. Miller.  
S.S. *Singon* ..... J. Scott.  
S.S. *Sargodon* ..... J. Harris.  
Man of War *Sunna* .....  
S.S. *Tamari* ..... P. Williams.  
S.S. *Tucklow* ..... D. A. Allan.

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THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

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SWITCHES,

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NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [29]

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Hongkong, 22nd September 1898. [40]

## Shipping.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 8th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 7th March, 1900. [287b]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MORVEN,"

Captain Norrie, will be despatched for the above Port, TO-MORROW, the 8th instant, instead of as previously advertised.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 7th March, 1900. [234b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched TO-MORROW, the 8th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1900. [115b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched TO-MORROW, the 8th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th March, 1900. [181b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN (DIRECT).

THE Company's Steamship

"MAUSANG,"

Captain Kynoch, will be despatched as above on FRIDAY, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th March, 1900. [258b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on FRIDAY, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th March, 1900. [280b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched on SATURDAY, the 10th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st March, 1900. [411b]

EAST INDIAN STEAMSHIP COMPANY, LIMITED.

NOTICE.

STEAM FOR SANDAKAN.

Calling at KUDAT if sufficient inducement offers.

THE Company's Steamship

"SANDAKAN,"

Captain Muir, will be ready to load for the above Port, on SATURDAY MORNING, the 10th instant.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 6th March, 1900. [288b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSAI MARU,"

Captain K. Sobojima, will be despatched for the above Ports, on SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th March, 1900. [45]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to PERSIAN GULF, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"FRZ FERDINAND,"

Captain G. Morovich, will be despatched as above on WEDNESDAY, the 14th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 5th March, 1900. [281b]

## Shipping.

## STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAI,"

D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March, at Daylight.

For Freight, &c., apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 2nd February, 1900. [138b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KWEIVANG,"

Captain Outerbridge, will be despatched as above on THURSDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th March, 1900. [293b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, MOULMEIN, COLOMBO, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"MELPOMENE,"

Captain G. Sabbadini, will be despatched as above on THURSDAY, the 16th instant, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 5th March, 1900. [282b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on THURSDAY, the 15th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTR

## Intimations.

**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES.  
MARINE GLASSES AND GLASSES.  
Nos. 54 & 56, Queen's Road Central. (41)

## LEVY HERMANOS.

**DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.**  
Sole Agents in the East for the amalgamated  
CLERMONT, HUMBER and GLADIATOR CO., Ltd.  
DUNLOP TYRES' BICYCLES—PRICE, \$160.  
A special reliable Watch made for this Climate.  
Quality A.....\$16  
Quality B.....\$12  
40, QUEEN'S ROAD.  
Watson's Building.

## SIEN TING.

**SURGEON DENTIST.**  
No. 10, DIAGUULAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1898. (39)

VISITORS AT THE HONGKONG  
HOTEL.

Aitken, Mr. J. H. Lawton, Misses (2)  
Akersmann, Mr. B. Leggett, Mr. E. C.  
Angier, Mr. and Mrs. Levey, Mr. and Mrs.  
A. G.  
Angus, Mrs. John Levy, Mr. L. A.  
Arnold, Mr. L. M. Lutz, Mr. Emilie  
Bailey, Mr. L. S. MacGowan, Mr. R. J.  
Bain, Mr. A. A. Macmillan, Mr. A. C.  
Barber, Mr. J. N. Manisly, Mr. E.  
Barlow, Mr. B. J. Mayson, Mr. J. Y.  
Bartlett, Mr. J. F. N. McLeod, Mr. & Mrs. E.  
Blackburn, Com. R. N. Meissel, Capt.  
Bottemheim, Mr. and Mrs. T. S.  
Mrs. A. H. Michel, Mr. O.  
Boyd, Mr. Moses, Mrs.  
Brooks, Mrs. F. W. Jones, Misses (2)  
Brown, Mr. and Mrs. D. E.  
Bruha, Mr. H. Neirup, Mr. Van  
Burgdorf, Mr. T. F. Newcomer, Mr. G. H.  
Butler, Mr. and Mrs. T.

Butler, Miss B. O'Neill, Mr. J. J.  
Byron, Mr. J. C. Paquet, Mr. C.  
Carter, Mr. H. B. Parrot, Mr. W.  
Cass, Mrs. F. Parker, Mr. R. H.  
Cavill, Mr. and Mrs. P. H. B.  
Chadwick, Mr. and Mrs. C. A. and  
Clark, Dr. and Mrs. F. R.  
Crar, Mr. W. P. Richardon, Mr. G. E.  
Davidson, Mr. & Mrs. Robins, Mr. S. J.  
Dawson, Comdr. & Mrs. Rosenbaum, Mr. B.  
Dennoche, Mr. P. C. Ross, Miss  
Docking, Mr. R. More Ross, Mr. S. C.  
Drake, Mr. and Mrs. Ryan, R. A. M. G., Lt.  
Drum, Miss Col.  
Frumkush, Mr. G. E. Schabert, Mr. Paul.  
Gibbs, Mr. A. W. S. Sergeant, Mr. B. W.  
Giles, Mr. L. Sharp, Mr. & Mrs. E. H.  
Glover, Mrs. S. Simms, Mr. H.  
Goddard, Capt. Singh, Princesses Du-  
Griffin, Major and Mrs. leep (2) and maid  
Hagenmuller, Mr. E. Skrimshire, Mr. & Mrs.  
Hall, Mr. R. J. Smythe, Mr. A. J.  
Halliwell, Mr. G. Hamilton  
Hamerly, Mr. B. F. Spitzel, Mr. L.  
Hartogensis, Baron & Stresch, Mr. and Mrs.  
Haywood, Mr. & Mrs. Taylor, Mr. B.  
Hedley, Mr. M. P. Thomson, Mr. P. R.  
Hogg, Mr. W. S. Turner, Mr. R. A. G.  
Hosking, Mr. P. Vaughan, Mr. H. S.  
Hudson, Mr. T. Waghorn, Mr. G.  
Hudson, Mr. E. P. Waldow, Mr. R.  
Hutton, Misses (2) Warkingshaw, Mr. and  
James, Miss B. W.  
Jemeson, Mr. J. W. Warfield, Mr. and Mrs.  
Jeffrey, Major & Mrs. Wayne, Mr. S. J. and  
Joseph, Mr. and Mrs. valet  
Katsch, Mr. E. A. Whitley, Mr. & Mrs. W.  
Kennedy, Mr. R. J. Whitley, Mr. W. J. G.  
Kinghorn, Mr. W. Whitley, Mr. and Mrs.  
King, Mr. and Mrs. A. W.  
Lambie, Mrs. J. E. Wild, Mr. and Mrs.  
Langdon, Mr. & Mrs. Wright, Mr. P.  
Lawton, Mr. A. Young, Miss  
Lawton, Mr. A. Zuniga, Mr. J. M. de

VISITORS AND RESIDENTS AT THE  
PEAK HOTEL.

Beattie, Mr. Andrew John, Major G. R. St.  
Brayne, Mr. H. F. R. Kolof, Captain F.  
Brown, Colonel Lee, Mr. J. E.  
Bure, Mr. P. Mitchell, Mr. R.  
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Clarke, Capt. and Mrs. A. C.  
Dann, Mr. G. H. O'Gorman, Madame  
Dow, Mr. P. Pollock, Hon. H. E.  
Droz, Mr. F. J. Haver Prynce, Capt. H. V.  
Ezekiel, Mr. J. S. Reilly, Major C. W.  
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Fraser, Lt.-Col. A. R. Sinclair, Mr. A. Findlay  
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Graham, Mr. D. M. Thomsen, Mr. O. D.  
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Hays, Mr. J. Wardwell, Miss  
Hendocher, Mr. Wetherell, Mr. F. G. M.  
Inchbald, Mr. Chantrey Wheeler, Mr. G. H.

## CRAGIEBURN.

Catal, Madame Penny, Miss  
Dowler, Mrs. H. G. Rice, Mrs. Albert Smith  
Fliton, Mr. W. A. Rice, Miss Ellen A.  
Fliton, Mrs. and 2 Simmonds, Mrs.  
daughters Simmonds, Capt. C. B.  
Flynn, R. N. Rev. F. Snow, Lt. C. F., U.S.N.  
Johnston, Rev. F. T. Snow, Mrs. C. F. and  
Johnston, Mr. R. F. Snow, Mrs. C. F. and  
Miller, Mrs. M. J. Villanere, Mr. M. de  
Miller, Miss Julia Volpicelli, Consul  
Miller, Miss Carolina Volpicelli, Consul  
Osorio, Mrs. F. P. and Wright, Mrs.  
daughter

## OPIMUM QUOTATIONS.

Hongkong, 7th March.  
New Patna .....1,025 per chest.  
New Benares .....1,040  
Old Malwa .....930/960 per picul.  
New Malwa .....970/980  
Patna, Only, cash .....640  
Patna, papentied .....870/875

## The Share Market.

## LATEST QUOTATIONS.

(March 7th.)

Companies.	Paid up Capital.	Latest quotations.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	315 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$25
Do. Founders.	£ 1	\$20

<b>Marine Insurances.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$230
China Traders' Ins. Co., Ltd.	\$ 25	\$55
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	£ 60	\$125
Canton Ins. Office.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$14

<b>Fire Insurances.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$318
China Fire Ins. Co., Ltd.	\$ 20	\$89
<b>Shipping.</b>		
Hongkong, Canton, & Amoy Steamship Co., Limited	\$ 15	\$292
Indo-China Steam Navigation Co., Ltd.	£ 10	\$88
China & Manila S.S. Co., Ltd.	\$ 50	\$115
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd.	£ 10	£10.10 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£10.10
Star Ferry Co., Ltd.	\$ 10	\$18
"Shell" Transport & Trading Co., Ltd.	£ 100	£260

<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$145
Luzon Sugar Refining Co., Ltd.	\$100	\$47
<b>Mining.</b>		
Punjab Mining Co., Ltd.	\$ 7	\$74
Punjab Mining Preference Shares	\$ 1	\$1.40
Queen Mines, Ltd.	25 cts.	\$2.27
Jebleh Mining and Trading Co., Ltd.	\$ 5	\$14
Rail & Africa Gold Mining Co., Ltd.	15s. 10d.	\$62
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$51
Oliver's Freehold Mines, Ltd. B.	\$ 4	\$4.30
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40

<b>Books, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	495 % premium.
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$82 ex div.
Wanchai Warehouse & Storage Co., Ltd.	\$ 37	\$45
New Amoy Dock Co., Ltd.	\$ 6	\$20
<b>Land, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.40
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$15
Kowloon Land and Building Co., Ltd.	\$ 30	\$36
West Point Building Co., Ltd.	\$ 50	\$4 buyers
Hongkong Hotel Co., Ltd.	\$ 50	\$127
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$9

<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$38
Ewo Cotton Spinning, Weaving & Dyeing Co., Ltd.	Tls. 100	Tls. 62
Laau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 72
Soy Cien Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55

<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$29
China-Borneo Co., Ltd.	\$ 15	\$17
A. S. Watson & Co., Limited	\$ 10	\$14
Watkins, Limited	\$ 10	\$14
Hongkong Electric Co., Limited	\$ 10	\$12.75
Hongkong Electric Co., Limited	\$ 2	\$2.40
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$330
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$167
H'kong High Level Tramways Co., Ltd.	\$100	\$155
Dairy Farm Co., Ltd.	\$ 5	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$26 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos East-ern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$5
Carmichael & Co., Ltd.	\$ 10	\$10
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN KELLY & FOTTS,  
Share Brokers.  
Telephone Address—"Rialto."  
Telephone No. 146.

## EXCHANGE.

Hongkong, 7th March.  
ON LONDON, Telegraphic Transfer .....1/11 1/16  
Bank Bills, on demand .....1/11 1/16  
Credits, 4 months' sight .....1/11 1/16  
D'cents, 4 months' sight .....1/11 1/16  
ON BERLIN, (demand) .....M. 200  
ON PARIS, Bank Bills, on demand .....2/53  
Credits, 4 months' sight .....2/53  
ON NEW YORK, Bank Bills, on demand .....4/27  
Credits, 30 days' sight .....4/27  
ON BOMBAY, Telegraphic Transfer .....72 nom.  
On demand .....145  
Private, 30 days' sight .....73  
ON YOKOHAMA, T.T. .....31 per cent. prem.  
Sovereigns, Bank's Buying Rate .....\$10.18  
Gold Leaf 1000 to 1000 per tola .....32.25  
Bar Silver .....3 per cent. prem.  
Dollars .....3 per cent. prem.

## VESSELS IN PORT.

**Steamers.**  
ALGOA, British steamer, 4,897, F. G. Hansford, 4th Mar.—San Francisco—22nd Jan. and Moji 27th Feb. General—P. M. S. S. Co.  
APENRADE, German steamer, 611, A. Bendixen, 5th Mar.—Hoihow 4th Mar. Rice—Jessen & Co.  
ARIAKE MARU, Japanese steamer, 1,885, M. Yamamoto, 5th Mar.—Moji 28th Feb. Coal—Akutsu Bussan Kaisha.  
ARIEL, Norwegian steamer, 995, C. M. Rafeu, 2nd Mar.—Swatow 28th Feb. Ballast—Jardine, Matheson & Co.  
BAKU STANDARD, British steamer, 5,000, H. Tucker, 22nd Feb.—Shanghai 18th Feb. Ballast—Meyer & Co.  
BRITISH, British steamer, 2,056, J. H. Clark, 4th Mar.—Kutchinotzu 27th Feb. Coal—Mitsui Bussan Kaisha.  
CANDIA, British steamer, 4,195, W. H. Haughton, R.N.R., 6th Mar.—Singapore 1st Mar. General—P. & O. S. N. Co.  
CHANGSHIA, British steamer, 2,053, T. Moore, 2nd Mar.—Moji 26th Feb. Coal and General—Butterfield & Swire.  
CHINGTUI, British steamer, 1,539, J. Williams, 26th Feb.—Sydney 30th Jan. and Manila 23rd Feb. General—Butterfield & Swire.  
DAPINE, German steamer, 1,292, Th. Nissen, 31st Dec.—Kutchinotzu 26th Dec. Coal—Siemssen & Co.  
DORIC, American steamer, 2,691, Harry Smith, R.N.R., 1st Mar.—San Francisco 1st Feb. Honolulu 18th, Yokohama 21st, Kobe 22nd, Nagasaki 24th, and Shanghai 27th, Mails and General—P. & O. S. N. Co.  
EMPRESS OF JAPAN, British steamer, 5,041, G. A. Lee, R.N.R., 24th Feb.—Vancouver 2nd Feb. and Shanghai 22nd, Mails and General—C. P. R. Co.  
GERMANIA, German steamer, 1,174, A. Moller, 19th Feb.—Java 30th Jan. Sugar—Jessen & Co.  
HAILAN, French steamer, 377, Pannier, 24th Feb.—Pakhio 23rd Feb. General—A. R. Marty.  
HAINUM, British steamer, 636, A. E. Hodgins, 6th Mar.—Tamsui 1st Mar. Amoy 2nd, and Swatow 3th, General—Douglas, Lapraik & Co.  
HONGKONG, French steamer, 739, Bastian, 27th Dec.—Haiphong and Hoihow 26th Dec. General—A. R. Marty.  
INDEPENDENT, German steamer, 871, A. Hatz, 3rd Mar.—Samarang 21st Feb. General—Sander, Wieler & Co.  
LOONGSANG, British steamer, 1,092, T. S. Weigall, 6th Mar.—Manila 3rd Mar. General—Jardine, Matheson & Co.  
LOOSOR, British steamer, 1,020, J. B. Jackson, 2nd Mar.—Bangkok 22nd Feb. and Koh-shiang 24th, Rice and Timber—Butterfield & Swire.  
MAUSANG, British steamer, 1,644, J. Kynock, 1st Mar.—Java 17th Feb. Sugar—Jardine, Matheson & Co.  
MONMOUTHSHIRE, British steamer, 1,871, W. A. Evans, 1st Mar.—Portland, Oregon 29th Jan. Flour—Dodwell & Co., Ltd.  
MORVEN, British steamer, 2,360, J. T. Norrie, 3th Mar.—Shanghai 1st Mar. Sheep and General—Shevan, Tomes & Co.  
ON SANG, British steamer, 1,787, J. Young, 4th Mar.—Samarang 20th Feb. Sugar—Jardine, Matheson & Co.  
OVO MARU, Japanese steamer, 1,872, S. Kakimi, 2nd Mar.—Keelung 28th Feb. Coal—Jardine, Matheson & Co.  
PAKSHAN, British steamer, 1,235, J. Jenkins, 3rd Mar.—Saigon 27th Feb. Rice and Meal—Bradley & Co.  
PHRA NANG, British steamer, 1,020, A. S. Calder, 5th Mar.—Bangkok 25th Feb. General—Butterfield & Swire.  
PROFONDIS, British steamer, 1,390, W. Mackay, 25th Feb.—Saigon 20th Feb. Rice—Keelung Sing Steamship Co.  
QUEEN ADELIDE, British steamer, 1,835, M. Nair, 19th Feb.—Tacoma and Kobe 14th Feb. General—Dodwell & Co., Ltd.  
RIOUJIN MARU, Japanese steamer, 2,972, J. W. Ekstrand, 27th Feb.—Kobe 22nd Feb. Flour and Matches—Order.  
SANDAKAN, German steamer, 1,374, E. Muhle, 2nd Mar.—Sandakan 25th Feb. Timber—Melchers & Co.  
SUISANG, British steamer, 2,164, E. J. Todd, 2nd Mar.—Java 19th Feb. Sugar—Jardine, Matheson & Co.  
TAIWAN, British steamer, 1,109, Harder, 3rd Mar.—Chinkiang 27th Feb. Rice—Butterfield & Swire.  
TAISANG, British steamer, 1,544, W. E. Sauer, 2nd Mar.—Calcutta 10th Feb. Penang 20th and Singapore 23rd, General—Jardine, Matheson & Co.  
TETARTOS, German steamer, 1,578, T. Desler, 27th Feb.—Saigon 22nd Feb. Rice—Siemssen & Co.  
THYRA, Norwegian steamer, 2,420, J. D. Edvardsson, 26th Feb.—San Diego 7th Jan. Flour and Coal—Butterfield & Swire.  
TOYO MARU, Japanese steamer, 1,538, K. Sakai, 28th Feb.—Moji 22nd Feb. Coal—Order.  
VICTORIA, American steamer, 1,092, John Pantion, 29th Jan.—Manila 26th January. Ballast—Dodwell & Co., Ltd.

**Sailing Vessels.**  
BERLIN, American ship, 1,552, B. Caffey, 20th Feb.—New York 14th Sept. Kerosine Oil—Order.  
ISAAC REED, American ship, 1,887, Watts, 8th Feb.—New York 16th Aug. Kerosine Oil—Standard Oil Co.  
TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec.—Hong Kong 15th Dec. Ballast—Sander, Wieler & Co.  
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept. Ballast—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.

Hongkong, March 7th, 1900.  
Albatross, despatch vessel, 1,700 tons, 10 6-pd q.f. guns, 3,000 h.p. Commander A. H. Smith-Dorrien, Hongkong.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p. Comdr. E. J. W. Slade, Hongkong.  
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.  
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., en route Wei-hai-wei.  
Bonaventure, 1st class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Shanghai.

British, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. K. B. Wrey, Shanghai.  
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Winnington-Ingram, Hankow.  
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.  
Esk, coast defence gunboat, 363 tons, 3 guns, 1,200 h.p., Lieut.-Comdr. C. Chadwick, Ichang.  
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut.-Com. W. J. Keyes, Hongkong.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.  
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Hongkong.  
Hunter, storeship, 1,640 tons, 800 h.p., Com. J. D. Dawson, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 5,000 h.p., Capt. H. N. Dudding, Singapore.  
Linnel, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Wuchow.  
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.  
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.  
Phoenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.  
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.  
Plover, 1st class gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. U. V. de M. Cowper, Manila.  
Redpoll, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.  
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.  
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. H. E. Hillman, on the West River.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.  
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, Hongkong.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.  
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut.-Comdr. E. Kelly, Hongkong.  
Wivenhoe, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.  
Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

FOREIGN MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

**The Russian Squadron.**  
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.  
Bobri, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,550 h.p., Captain Dobrovolsky, at Nagasaki.  
Dimiri Donkey, Russian armoured cruiser, 5,803 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.  
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 3,000 h.p., Capt. Mikhshevsy, at Nagasaki.  
Korety, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Nagasaki.  
Mundjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
Nayevnik, Russian cruiser, 1,231 tons, 14 guns, 1,800 h.p., Capt. Zarin, at Nagasaki.  
Oltavir, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriannoff, at Nagasaki.  
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Nagasaki.  
Rozhynski, Russian cruiser, 1,330 tons, Capt. Komaroff, Manila.  
Rurik, Russian flagship, 10,910 tons, armoured (twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki).  
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
Sizol Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Nagasaki.  
Siverny, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubalin, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.  
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchensky, at Nagasaki.  
Vrsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulita, at Nagasaki.  
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Nagasaki.  
Ford, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Fantiichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
Novorossi, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.  
Podorzhik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sizik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Straits, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.  
(SEA GOING.)

Bozge, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 top tubes, 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 top tubes, 780 h.p., speed 20 knots.  
Unstir, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
Flagship of Vice-Admiral Alexeieff.  
Flagship of Rear-Admiral F. V. Dubosoff.  
Flagship of Rear-Admiral Reimoff.

## THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.  
D'Entennois, 1st class cruiser, 3,114 tons, 25 guns, 3,500 h.p., Capt. de Marolles, at Saigon.  
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Philibert, at Kwang-chow-wan.  
Eure, Dispatch-transport, Capt. Vallee, at Saigon.  
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chow-wan.  
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Kwang-chow-wan.  
Lion, 2nd class cruiser, 3,600 tons, 25 guns, 3,750 h.p., Capt. Amet, at Kwang-chow-wan.  
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Hongkong.  
Surprise, gunboat, 627 tons, 10 guns, 860 h.p., Capt. Morner, at Saigon.  
Flagship of Vice-Admiral Courtejoles.

## THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Hollmann, at Manila.  
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.  
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Hongkong.  
Ilisa, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Luns, at Amoy.  
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, Formosa.  
Jaguar, German cruiser, Captain Kunderling, at Shanghai.  
Kaiserin Augusta, German cruiser, 6,0